3. Improving and gravelling the road from Tannirmukkam to Muhamma ... Rs. 3,000

4. Improvements to the road from Shertallai to Tannirmukkam ... Rs. 4,000

5. Improvements to the road from Shertallai to Artingal ... Rs. 6,000

MEMBER: Rs. 4,000 is for improving the existing road.

DEWAN: These are existing roads which are going to be improved. Items 4 and 5 are in progress, and estimates have been got ready for 1 to 3. We will have the Alleppey-Shertallai road also proceeded with as also the question of cross-canals; and it should not be long before your country will be in direct road communication with Alleppey.

6. The Administrative Board, Medical Services, has taken up the question of improving your hospital. I am in complete agreement with you when you say that, firstly, it needs more accommodation for in-patients, secondly, it needs something approaching satisfactory accommodation for out-patients, and thirdly, it needs a waiting room. Then you talked of a 'Pulaya ward'. You were not correct in saying that Pulayas are expected to lie on the floor. There are two lines of beds. But I discover one curious fact, and that is that, since the special 'Pulaya ward' has been provided, no Pulaya has become sufficiently ill to come into the hospital for the last two years.

MEMBER: During the harvest season, no Pulaya will come and that is why no Pulayas were seen in the 'Pulaya ward' when you visited it.

DEWAN: In that case, I think the 'Pulaya ward' may be discontinued.

MEMBER: Now there are seven Pulayas in bed.

DEWAN: Then, all right.

MEMBER: The state of the in-patient ward is also unsatisfactory.

DEWAN: That matter will also be taken up and considered.

7. Your next point regarding the educational question will also be considered.

8. So also the question of conversion of the Second Class Magistrate's court into a First Class Magistrate's court with jurisdiction over the whole taluk.

9. But your last proposal to establish a full time Magistrate's court at Arukutti, I regret to say, cannot be entertained as there is not enough work for a Magistrate at Arukutti.

141. Needs of North Shertallai.

MR. K. N. MADHAVAN KARTA (*Member, Shertallai taluk, Group II*) said that the neglected condition of Shertallai taluk in the matter of roads would be clear from the fact that, though the total road mileage in the State was 2,872, and Peermade with a population of 24,000 had 72 miles of road, Shertallai taluk which had a population of 1,61,481 and contributed substantially towards the land revenue and other receipts of the Government, had only 16 miles of road. There was no other taluk in the State which had not less than twice that length of road. In the matter of canals, the condition was not better. The Alleppey-Shertallai canal had been finally abandoned. Circuiting officers seldom visited Shertallai. The ryots had to water cocoanut palms for six months in the year and were further handicapped by lack of communications for transport of the crops.

The northern *pakuthies* of Shertallai, which the Member represented, had no roads at all. The road from Shertallai to Arukutti and Arur should be made cart roads without any delay ; and if the sanctioned allotment is inadequate, there should be no hesitation to grant additional funds.

The Member then enumerated the following works as the most urgent and important, the usefulness of which would be obvious on local inspection, and said that they did not require much outlay:

(i) The repair of the canal from Karalantodu to Penadimuttu so as to make it navigable.

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(ii) The construction of a new canal from Muttam to Pozhichal.

(iii) The construction of a bridge over the Chenganda canal west of the Cherumanattu temple and east of the Sri Narayanapurattu temple.

(iv) Government control of the drainage in Puttan *chira*, east of Amayadattu temple, Kavil *chira* and Pattattalil *chira*. The improvement of these *chiras* could not now be undertaken by the local people as they were too poor, and the lands were deteriorating and going down in value.

(v) A ferry service should be established between Vayalar and Pallipuram near Kelamangalam.

(vi) The construction of a drain in Puchakkal canal and the provision of sluices to regulate the supply of water.

A Stationary Magistrate's court should be established at Arukutti. Everybody was clamouring for more courts, but his request was as reasonable as that of any one else. If more courts are to be opened, one should be at Arukutti.

DEWAN'S REPLY: Mr. Madhavan Karta, I am very glad to find that you only want to go in shares with other people in Magistrates' courts. In this particular instance, however, I may say that a Magistrate's court for Arukutti is not necessary. And then, to come to the question of roads, the Chief Engineer finds that Rs. 4,000 and Rs. 3,000 allotted for the roads from Shertallai to Arur and Shertallai to Arukutti were not sufficient for maintaining them. He has my permission to come up for more money.

2. With respect to the canal from Karalantodu to Penadimuttu, the Chief Engineer explains there is no part of this cannal that is not navigable at present. About 1½ miles has got to be improved at a cost of Rs. 1,500. I am giving him permission to budget for it next year.

3. Then we come to the Chenganda bridge. The Chief Engineer says he is going to take up the question of putting up a foot bridge there.

4. The question of having control of the drainage in Putten *chira*, Kavil *chira* and Pattattalil *chira* will be investigated, as also the question of ferry between Vayalar and Pallipuram ; and the construction of a drain in Puchakal canal will also receive attention.

142. Needs of the Vaikam taluk.

MR. A. NARAYANA PILLAI (*Member, Vaikam taluk*) said that the Vaikam-Vechur road was the only road in the Vechur and Talayazham *pakuthies* which served the needs of the people. The annual allotment for this road was only Rs. 12 per mile. An estimate had been called for, for the improvement of a section of the road. The whole road required improvement and should be taken up immediately. For a distance of about half a furlong from Valianapuzha *muttu* where this road started, there was no pathway at all. The construction of this portion of the road should also be sanctioned. The bridge on the Attara *todu* was in a dangerous condition. The foot-bridge proposed to be constructed would be a waste. A good bridge fit for cart traffic was what was needed. The road was now more or less blind. The usefulness of the road would be enhanced by extending it to Kumarakam. In that case, the distance between Vaikam and Kottayam would only be fifteen miles.

The Anchumuna *todu* and the Vallayil *todu* in the Vechur *pakuthi* should be widened and deepened. The Vempallil *todu*, though it emptied itself into the Minachil river at ordinary times, was the source of heavy loss to the cultivation in Kozha, Kuravalangad, Vempalli, Kudallur and other places as the water in the Minachil river rushed into the paddy lands during floods. The remedy suggested was that the canal should be connected with the Kalambukattu *todu* by cutting across the slope of the Pattatanam hill to a distance of about half a mile. The benefit accruing from this work would largely compensate the expenditure involved.

The people of Kattampakku in Katutturutti *pakuthi* were suffering great hardship for want of a road. Their journey to Vaikam, where they had to go very often for business or to attend court, took three days. The distance was only

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